SEP 11 1981

ANALYSIS OF

PUBLIC COMMENTS

INITIAL OPEN HOUSE

HAMILTON-WENTWORTH RAPID TRANSIT PROJECT

Prepared by: Connor Development Services Limited

For Submission by: Metro Canada Limited

To: The Regional Municipality of Hamilton-Wentworth

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

MCL Report HW-1-8.5
Working Paper
Part of Task 4.5
March 12, 1981

004755

metro canada limited
Hamilton-Wentworth Rapid Transit Project Office
100 Main St.E., Hamilton, Ont. L8N 3W4 · telex 0618561 · (416) 523-8215

March 12, 1981

Mr. M.M. Ross
Project Co-Ordinator
Rapid Transit Project
100 Main Street East
Hamilton, Ontario
L8N 3V9

Dear Mr. Ross:

Subject: Report HW-1-8.5
Analysis of Public Comments: Initial Open House

We are pleased to submit report HW-1-8.5, Analysis of Public Comments: Initial Open House. This report is submitted in accordance with the requirements described in Task 4.5 (Sub-section 4.5 of Schedule A to the UTDC - Region Pre-implementation Program contract). This report has been prepared under Metro Canada direction by Connor Development Services Limited.

This report is a working paper that summarizes the input we received at the first Open House, held on October 30, 1980, and as a result of the associated newpaper advertisement. We have already verbally reported the information contained in this working paper to the Technical Committee at its November 1980 meeting. In addition, we have referred to this information when preparing our December 1980 recommendations concerning the feasible alignment segments.

This working paper is provided at this time to complete your information on hand concerning the public's response to the project. The information itself forms part of the data base used in the preparation of Report HW-1-8.0, Alignment Generation Methodology and the Generated Alignments, to be delivered shortly.

We have enclosed with this letter one bound copy for your use, and one unbound copy suitable for reproduction.

Very truly yours,

P.J. McCann
Project Manager

PJM:jp

cc: C.T.C. Armstrong
Encl.

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COUPONS

An announcement of the Rapid Transit Project appeared in local newspapers on October 22, 1980. Citizens were asked to comment about the project on a coupon attached to the announcement, and send it to the project office.

As of October 31, 1980, 74 coupons have been received. Most repondents included some comments on the coupons, but did not express a strong opinion in support of or in opposition to the project.

Total number of coupons received		- 74
Written Comments	opposed	- 6
	support	- 16
	no opinion	- 38
No written comments		- 14

In addition to the coupons 10 letters were received from citizens and educators who requested additional information.

The following list includes the general comments which were mentioned on the coupons:

General Comment	Frequency
concern about financing	8
need for more extensive system i.e. service to airport, nearby communities and regions	8
need for the system to service the industrial north end of Hamilton	6
concern about earliest starting date	5
concern about possible destruction of homes	3

General Comment (cont'd)	Frequency (cont'd)
concern about appearance of elevated guideway	3
environmental concern	3
concern about suggested route of alignment	2
concern about parking for users	2
concern about the need for rapid transit in the municipality	2
concern about handicapped access	2
expression that rapid transit is futuristic and could be a great asset to the city	2
concern about manufacturing and employment opportunities, which could result if rapid transit is approved	2
concern about an integrated service with H.S.R.	2
concern about a automatic system without a driver	1
concern about location of downtown terminal	1
in favour of cost-sharing proposal	1
concern about need to alleviate the problems of east/west travel	1
expression that rapid transit is unnecessary-more buses can improve service	1
deal with other transportation priorities i.e. Perimeter Road	1
expression in support-respondent dislikes driving up the Mountain	1

Note: some respondents listed more than one concern.

Geographic Distribution of response - see map, page 10

Lower City - Hamilton

located within the corridor	8
located in a neighbourhood adjacent to the corridor	10
located in the western lower City	5
located in the eastern lower City	8

Mountain - Hamilton

located within the corridor	13
located in a neighbourhood adjacent to the corridor	9
located in the west Mountain	7
located in the east Mountain	5

Located elsewhere in the Region of Hamilton-Wentworth

Flamborough	1
Glanbrook	1

Located outside the Region of Hamilton-Wentworth 5

address unknown 2

Most of the respondents are located within the Rapid Transit Corridor (21). The general comments of these respondents with regard to support of or opposition to the project are as follows:

opposed - 4

support - 3

Summary

* Seventy-four (74) coupons have been received as of October 31, 1980

* Most citizens who commented did not express a strong opinion in support of or in opposition to the project:

  no opinion - 38
  support - 16
  opposed - 6
  no written comments - 14

* The General Comments which occurred most frequently are:

  - concern about financing
  - need for more extensive system - inside and outside the Region
  - need for the system to service the industrial north end of Hamilton
  - concern about earliest starting date

* Most of the respondents are located in the I.C.T.S. Corridor (21). There are more respondents from the Mountain Corridor than the Lower City Corridor.

  The second highest response is from the area adjacent to the corridor (19).

URBAN [illegible] CENTRE
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McMASTER UNIVERSITY
HAMILTON, ONTARIO

Open House

The Open House for the Hamilton-Wentworth Rapid Transit Project was held at the project office on October 30, 1980, between 2 p.m. and 9 p.m. The Open House was attended by 115 people.

Visitors were asked to complete an Exit Form (attached) in which they could generally indicate their reaction to the project and or list questions, concerns and suggestions.

Forty (40) of these forms were received. The general reaction was as follows:

opposed - 2
support - 27
undecided - 11

The following list mentions the general comments of the respondents:

General comment	Frequency
Opposed	
bus service is adequate	1
project is ahead of its time, people are not ready to accept public transit as an alternative to the automobile	1
Support	
expression of general support	5
concern about integrated service with present transit	5
an opportunity for Canadian technology	2

General comment (cont'd)	Frequency (cont'd)
concern about possible accessibility problems for senior citizens	2
concern about financing	2
concern about future expansion of system	1
suggestion that industrial growth could result	1
desire for involvement of Mohawk College	1
concern about policies of the Official Plan regarding this project	1
environmental concern	1
concern about voltage of 'third rail'	1
concern about effects on property owners in the affect areas	1
concern about east/west travel problems	1

Note: -7 respondents who indicated support did not offer comments

- some respondents listed more than one concern

Undecided

concern about integrated service with present transit	3
concern about another structure on the Mountain	2
concern about financing	1
could help promote industrial growth	1
concern about effects on property owners	1

General Comment (Cont'd)	Frequency (Cont'd)
concern about noise	1
concern about effect on neighbourhoods	1
deal with other transportation priorities i.e. Perimeter Road	1

Note: -4 respondents who were undecided did not offer comments
-some respondents listed more than one concern

Geographic Distribution of Response - see map, page 10

Lower City - Hamilton	
located within the corridor	2
located in a neighbourhood adjacent to the corridor	2
located in the western Lower City	4
located in the eastern Lower City	4
Mountain - Hamilton	
located within the corridor	12
located in a neighbourhood adjacent to the corridor	2
located in the west Mountain	2
located in the east Mountain	4
Located elsewhere in the Region of Hamilton-Wentworth	
Stoney Creek	1
Dundas	1
Located outside the Region of Hamilton-Wentworth	4
address unknown	2

Most respondents are located within the Rapid Transit Corridor (14).

Summary

* The October 30, 1980, Open House was attended by 115 people.

* Forty (40) Exit Forms were received. Most of the forms indicated support for the project:

  opposed - 2

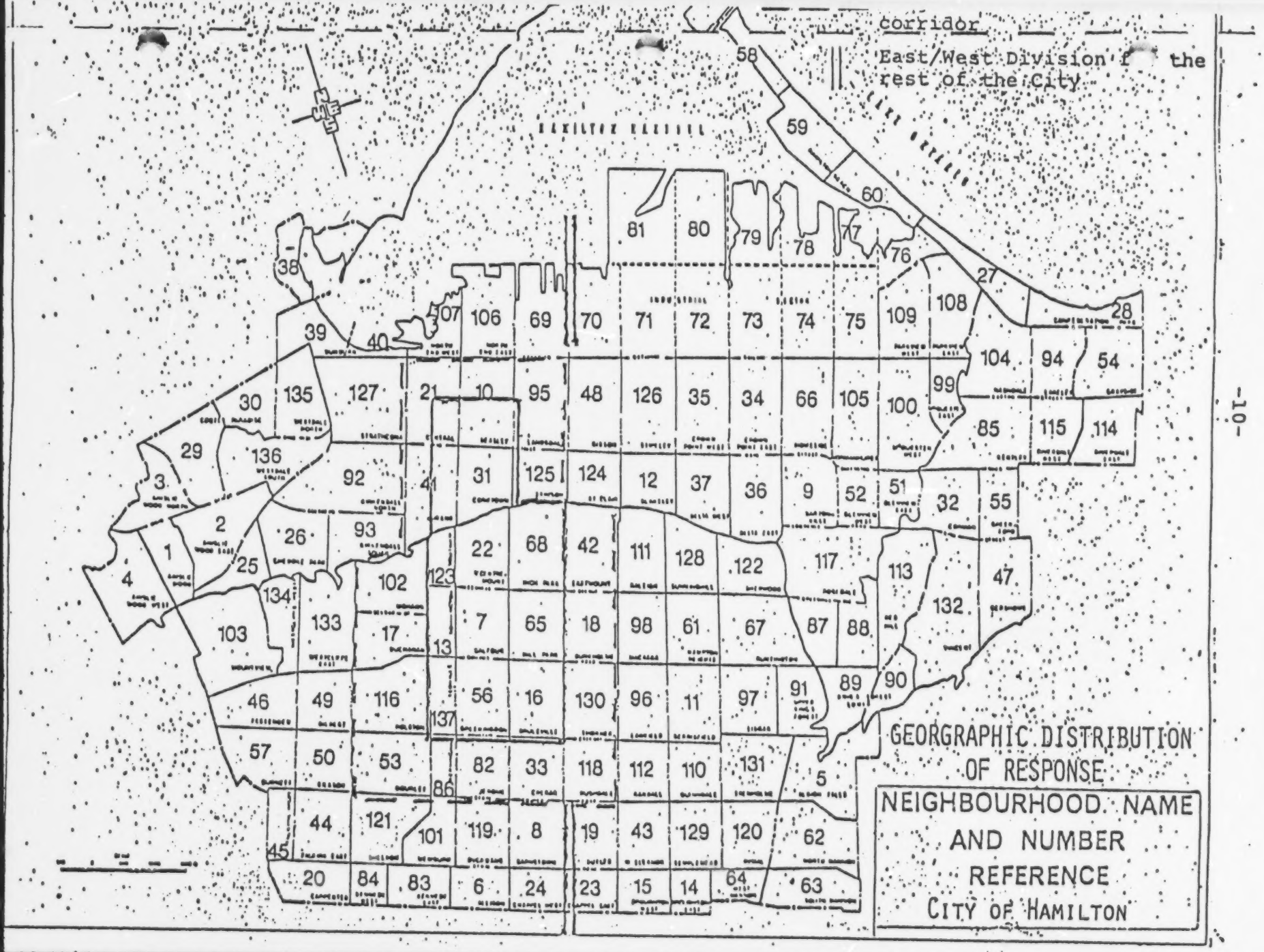
  support - 27

  undecided - 11

* The General Comments which occurred most frequently are:

  - concern about integrated service with present transit
  - expression of general support
  - concern about financing

* Most of the respondents are located in the I.C.T.S. corridor (14). There are more respondents from the Mountain corridor than the Lower City corridor. The second highest response (8) is from the eastern portion of the City.


corridor
East/West Division f the
rest of the City
GEORGRAPHIC DISTRIBUTION
OF RESPONSE
NEIGHBOURHOOD NAME
AND NUMBER
REFERENCE
CITY OF HAMILTON

HAMILTON-WENTWORTH RAPID TRANSIT PROJECT — Exit Form

(First Open House, October 30.)

In general, how do you feel about this project?

☐ Support it. ☐ Oppose it. ☐ Undecided.

Questions, Concerns and Suggestions:

Would you like to have further information about this project as it becomes available? Yes No

Name: . . . . . .

Organization (if any): . . . . . .

Address: . . . . . .

. . . . . .

Telephone: . . . . . .

Thank you!

TO BE PUBLISHED IN THE
HAMILTON NEWSPAPER AND REGIONAL NEWSPAPERS
THE WEEK OF OCTOBER 20, 1980

HAMILTON/WENTWORTH

What About a Rapid Transit Line Up the Mountain?

metro canada limited
Hamilton-Wentworth Rapid Transit Project Office

Why Rapid Transit?

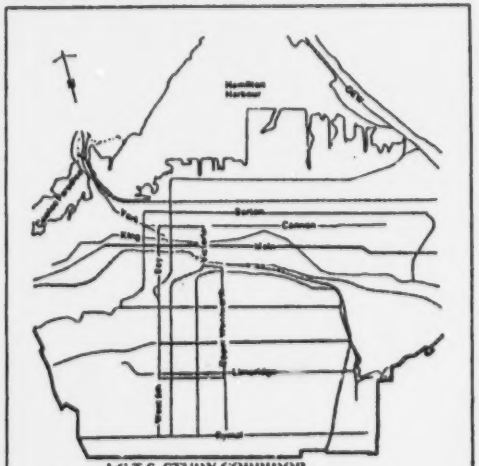
A link between downtown and the Mountain as the first step in the development of rapid transit will:

- reduce future travelling time between the Mountain and downtown
- provide improved access to major shopping and recreational facilities being developed on the Mountain
- enable the Region to direct urban growth and influence future land use, according to the Official Plan
- emphasize the Region's commitment to energy conservation by providing increasingly efficient transit as an alternative to increased gasoline consumption

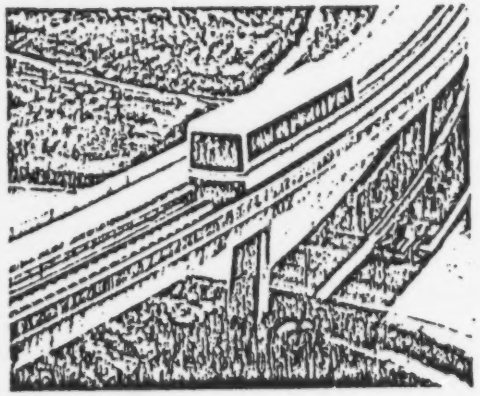
Provincial and Federal Funding

In 1978, the Ontario government proposed that the Regional and the Federal governments participate with it to install advanced rapid transit in Hamilton-Wentworth.

The suggested Project would provide a valuable transit service and at the same time would demonstrate the new Intermediate Capacity Transit System (ICTS) technology developed by the Urban Transportation Development Corporation Ltd. (UTDC). Ontario further proposed that the system be funded jointly with each senior government paying 45 percent of the cost and the municipality paying 10 percent.



I.C.T.S. STUDY CORRIDOR



What Kind of Transit?

ICTS is a unique blend of conventional and advanced urban transit technology. It consists of small, quiet electrically powered steel-wheel trains operating primarily on elevated guideways. The advanced electric propulsion system uses two linear induction motors attached to the underside of each vehicle, drawing current from power rails located in the guideway.

The system is designed for automatic operation to permit trains to run as close as 60 seconds apart providing frequent passenger service.

The Present Study

The Hamilton-Wentworth Regional Transit Commission and the Regional and City Councils endorsed the proposal. While negotiations as to the form of federal assistance are underway, pre-implementation studies for the project are being conducted under interim funding of $3,500,000.00 provided by Ontario. This, a one-year program, will provide the municipality with information on which to base a decision to proceed with installation of the ICTS demonstration system. It includes public participation activities, environmental assessment, and design of routes and stations.

What's Being Done?

Planning and evaluation activities are underway for design of ICTS in Hamilton-Wentworth. The study is centred at the Rapid Transit Project Office on Main Street East and involves specialists from four levels of government plus industry and consulting firms.

During the next year, consultants will examine the basic corridor (see map) identified in the previous Hamilton Street Railway study, examine a number of possible transit routes, consider the most appropriate of those routes in more detail and prepare specific plans for the route finally selected by the Region.

Who is Doing the Work?

The Region has appointed Steering and Technical Committees to direct the study and has engaged Metro Canada Limited, a UTDC subsidiary, to carry it out. Metro Canada has retained consulting firms to perform specific assignments in these fields:

- architecture
- environmental assessment
- public participation
- route planning
- structural design
- traffic engineering
- urban design

How You Can Participate

- Complete and return the attached coupon with your comments, concerns and suggestions so the planners know what you think about the project.
- Visit our first Open House at the Project Office, 100 Main Street East (Ground/floor) on October 30, 1980; drop in any time from 2 p.m. to 9 p.m. and see our plans and models of the equipment. Use this opportunity to obtain futher information and talk about your ideas with the planners.
- Phone Mr. Bob Brown (523-8215), our Community Information Representative if you have further questions or if your organization is interested in the project. Feel free to visit the Project Office.
- Watch for media coverage and further publications and Open Houses as the study progresses.

(Tear Off Coupon)

Questions, Concerns and Suggestions about the Rapid Transit Study

I would like further information ☐Yes ☐No

Name:_____Telephone No. _____

Address:_____

Postal Code:_____

Please mail this week to: Mr. Bob Brown, Community Information Representative, Rapid Transit Project Office, 100 Main Street East, Hamilton, Ontario L8N 3W4.